

TYRE WEAR LIMITATIONS

1. Introduction

This Notice provides general guidance on the subject of tyre wear limitations for operators of all public transport aeroplanes of more than 5700 kg Maximum Total Weight Authorized on the Myanmar Register for which a limiting tyre tread depth is not available.

2. Discussion

2.1 Accidents and incidents, resulting from both loss of braking friction and loss of directional control on wet runways, continue to occur. While the scheduled accelerate stop and landing distances provide some allowance for deterioration in friction, it has been established that this allowance is not sufficient to maintain the required level of safety if tyres which are more than 80% worn are used in wet runway operations.

2.2 As it is not possible fully to allow for this by increasing the scheduled distances (because of the frequency of incidents caused by loss of directional control, even on the most favourable wheel arrangements), the DCA favors the retention of current scheduled distances, together with a recommended minimum tread depth applicable to all aircraft tyres.

3. Recommendation

In the absence of evidence of the safety of a lower limit for a particular aircraft/ tyre/ operation combination, it is recommended that a tyre be withdrawn from service when it is worn to such an extent that its wet runway performance would be seriously impaired. This may be defined as when-

- (a) it is worn such that any groove has a depth of less than (2 mm) of tread for more than one quarter of the tread circumference; or
- (b) at any place on the circumference the tread pattern is worn to a depth of less than (2 mm) across the whole width of the tread in contact with the runway.

Note: This is not a rigid definition and equivalence may be provided if, for example, tyre wear is such that whilst one groove is less than (2 mm) all the others are (3mm) or more.